

67,036,025; B05755/5756

**IN THE CLAIMS**

1. (Currently Amended) A method of facilitating power transfer between a main engine and an auxiliary power unit (APU), comprising:

obtaining a main engine generator frequency;  
determining a target APU speed that will generate an APU generator frequency that is the same as the main engine generator frequency;  
adjusting an actual APU speed to the target APU speed; and  
conducting the power transfer between the main engine and the APU; and  
determining an APU rate limit, wherein the step of adjusting the actual APU speed includes keeping an adjustment rate below the APU rate limit.

2. (Original) The method of claim 1, wherein the step of determining the target APU speed comprises checking a look-up table linking a plurality of APU frequencies with a plurality of corresponding target APU speeds.

3. (Currently Amended) The method of claim 5+, further comprising determining an APU rate limit, wherein the step of adjusting the actual APU speed includes keeping an adjustment rate below the APU rate limit.

4. (Currently Amended) The method of claim 13, wherein the APU rate limit is determined based on at least one fuel schedule.

5. (Currently Amended) ~~The method of claim 1, further comprising:~~ A method of facilitating power transfer between a main engine and an auxiliary power unit (APU), comprising:

obtaining a main engine generator frequency;  
determining a target APU speed that will generate an APU generator frequency that is the same as the main engine generator frequency;

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adjusting an actual APU speed to the target APU speed;  
conducting the power transfer between the main engine and the APU;  
~~The method of claim 1, further comprising:~~  
determining a maximum APU load; and  
adjusting an aircraft electrical load requirement until the aircraft electrical load falls below the maximum APU load.

6. (Original) The method of claim 5, wherein the load on the main engine comprises a plurality of load devices, and wherein the adjusting step comprises selecting at least one load device for shut-down during the power transfer.

7. (Original) The method of claim 5, wherein the step of determining the maximum APU load comprises checking a look-up table linking the target APU speed with at least one main engine operating parameter.

8. (Original) The method of claim 1, wherein the step of conducting power transfer comprises connecting the main engine and the APU to a communication bus.

9. (Currently Amended) An engine control system that facilitates power transfer between a main engine and an auxiliary power unit, comprising:

a control unit in communication with an aircraft load management system;  
an APU controller in communication with the APU; and  
a communication bus that forms a communication link between the control unit and the APU controller,

wherein the APU controller obtains a main engine generator frequency from the control unit, determines a target APU speed that will generate an APU generator frequency that is the same as the main engine generator frequency, and adjusts an actual APU speed to the target APU speed to allow power transfer between the main engine and the APU, and the APU controller

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determines an APU rate limit and adjusts the actual APU speed at an adjustment rate below the APU rate limit.

10. (Currently Amended) ~~The engine control system of claim 9, wherein~~ An engine control system that facilitates power transfer between a main engine and an auxiliary power unit, comprising:

a control unit in communication with an aircraft load management system;

an APU controller in communication with the APU; and

a communication bus that forms a communication link between the control unit and the APU controller.

wherein the APU controller obtains a main engine generator frequency from the control unit, determines a target APU speed that will generate an APU generator frequency that is the same as the main engine generator frequency, and adjusts an actual APU speed to the target APU speed to allow power transfer between the main engine and the APU, and at least one load is connected to the main engine, wherein the APU controller determines a maximum APU load and wherein the control unit selects at least one load device for the aircraft load management system to shut down during the power transfer to keep a load on the APU below the maximum APU load.

11. (Original) The engine control system of claim 9, wherein the APU controller obtains the target APU speed by checking a look-up table linking a plurality of APU generator frequencies with a plurality of corresponding target APU speeds.

12. (Currently Amended) The engine control system of claim 109, wherein the APU controller determines an APU rate limit and adjusts the actual APU speed at an adjustment rate below the APU rate limit.

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13. (Currently Amended) The engine control system of claim ~~9~~12, wherein the APU controller determines the maximum APU load by checking a look-up table linking the target APU speed with at least one main engine operating parameter.

14. (New) The method of claim 1, wherein the adjustment of said actual APU speed is taken to occur rapidly, and without exceeding said APU rate limit.

15. (New) The method of claim 6, wherein as said APU speed increases, said shut-down load devices are brought back on line.

16. (New) The engine control unit of claim 9, wherein the adjustment of said actual APU speed is taken to occur rapidly, and without exceeding said APU rate limit.

17. (New) The engine control unit of claim 10, wherein the load on the main engine comprises a plurality of load devices, and wherein the adjusting step comprises selecting at least one load device for shut-down during the power transfer.

18. (New) The engine control unit of claim 17, wherein as said APU speed increases, said shut-down load devices are brought back on line.